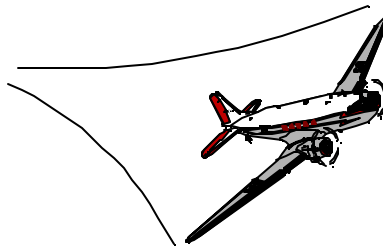


SPECIAL AIRWORTHINESS INFORMATION BULLETIN

Aircraft Certification Service
Washington, DC



U.S. Department
of Transportation

**Federal Aviation
Administration**

No. NE-01-22
May 11, 2001

We post SAIBs on the internet at "av-info.faa.gov"

This is information only. Recommendations are not mandatory.

Introduction

This Special Airworthiness Information Bulletin (SAIB) alerts you an owner or operator of **Textron Lycoming Division, AVCO Corporation (Textron Lycoming) O-235; O-290; O-340; (L)O and IO-320, -360, -540; AIO-320, -360; AEIO-320, -360, -540; HIO-360; and TO-360 series reciprocating engines**, with fuel pumps, Part Number (P/N) LW-15472, P/N LW-15473, or P/N LW-16335 installed, **and** that has one of the manufacturing date codes listed below as scribed on the edge of the pump mounting flange. See Figure 1.

These reciprocating engines are installed on but not limited to *Aerospatiale, American Champion, Bellanca, Cessna, The New Piper Aircraft Company, Beech, Maule, Mooney, and Schweizer 269 series aircraft*.

Background

Textron Lycoming has reported three events of high pressure fuel pump failures in their Production Test Cell. As of now, there have been no reported failures in the field and no way to predict when a failure may occur. The FAA is still investigating and if the situation changes, we may issue an Airworthiness Directive. These fuel pumps were either purchased as replacements or shipped from Textron Lycoming and installed on new, rebuilt and overhauled engines between September 18, 2000 and February 8, 2001 inclusive. *The FAA recommends that you also check replacement fuel pumps received after February 8, 2001 whether they are installed or not.*

Textron Lycoming issued their Service Bulletin (SB) No. 548 determining that several lots of diaphragm-type fuel pumps may have a potential for an internal failure. When an internal failure occurs, the check valve seat separates from its shaft due to an inadequate or improper assembly crimp. This allows the liberated parts to move within the housing and may cause a blockage of fuel flow. This failure may not be evident on the exterior of the pump, but it may result in a decrease or loss of fuel flow and a corresponding decrease or loss of power. Textron Lycoming estimates that approximately 1,252 fuel pumps were manufactured between September 18, 2000 and February 18, 2001 with a potential to fail, but they can not predict if or when the failure may occur.

Recommendations

To prevent a failure of the Textron Lycoming fuel pump, P/N LW-15472, LW-15473, or LW-16335, we highly recommend you inspect your engines for the applicable fuel pumps as shown in Figure 1 below and replace it as described in Textron Lycoming Service Bulletin (SB) No. 548. We recommend you should also check your maintenance records for affected replacement fuel pumps received after February 8, 2001.

- Textron Lycoming engine that has a diaphragm-type fuel pump, Lycoming P/N LW-15472, LW-15473, or LW-16335 installed, with one of the following date codes in the 6th through 9th digit locations scribed on the pump:

3900	4000	4100	4200	4300	4400
4500	4600	4700	4800	4900	5000
5100	5200	0101	0201	0301	0401

Example: 163354800 should be inspected and replaced as specified in Textron Lycoming Service Bulletin 548

- If the letter “A” is marked as a suffix to the date code, *the pump has been repaired by the pump manufacturer and replacement is not necessary.*

Example: 163354800A

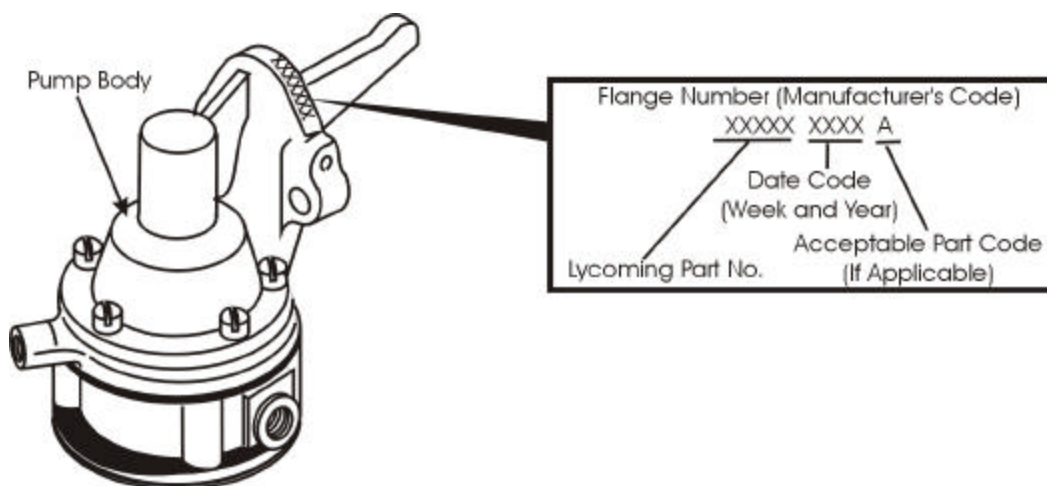


Figure 1

To obtain copies of Textron Lycoming Service Bulletin 548, please contact Textron Lycoming at 570.323.6181.

For Further Information Contact

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